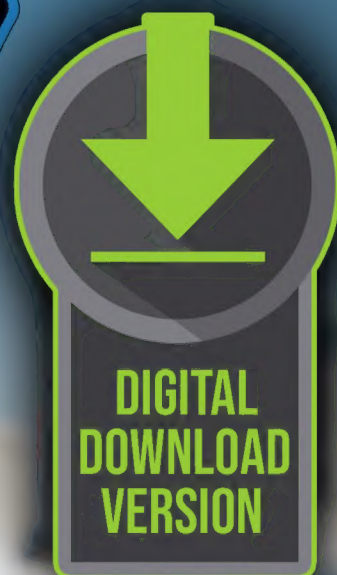


JUNE 2025 | ISSUE #001



FTWMAGAZINE.COM

1ST EDITION

BUILD IT, RIDE IT, LOVE IT: BEST CUSTOM BIKES OF THE YEAR. 2025 EVENTS YOU CAN'T MISS. FTW TOP DESTINATIONS FOR 2025 & MORE

Forever two wheels

FTW ISSUE #1

The Road Ahead: Your New Go-To for Everything Biker

This is our first release—We're glad you're along for the ride.

Welcome to the very first issue of your new favorite magazine!

We've worked our asses off to bring you a publication that speaks your language, a place where the open road meets raw, unfiltered truths about biking, life, and everything in between.

This is just the beginning, folks. Our mission is to give you something real, something you can relate to. Whether you're a seasoned road warrior or just starting out, We've got stories, tips, and articles that are going to make you feel right at home in the biker community. From negotiating with dealerships to surviving the unpredictable nature of the road, this issue covers it all. We'll also dive deep into the controversies, from packing heat while riding to the electric revolution shaking up our beloved culture. The first ride is always the most exciting, and we're just getting started.

From the rugged roads of Maine to the sun-soaked highways of Florida, our magazine connects riders across the nation. With writers and contributors from all corners of the country, we bring you the stories, trends, and experiences that unite bikers coast to coast.

You're not here for basic, neither are we.

FTW isn't your average motorcycle magazine. We're setting a whole new standard for what it means to live the biker life. This isn't about flashy logos, trends, or collecting trophies to show off. It's about the grit, the grind, and owning your journey from the first turn of the throttle to the final destination.

FTW is for those who ride with purpose, who live the story every day, and who push the limits of what's possible on two wheels. We're here to honor the old school, embrace the new, and never stop challenging the boundaries of this culture we love. From the bikes we build to the roads we conquer, we live and breathe the ride.

This isn't about looking cool—it's about riding harder, living bolder, and staying true to the lifestyle.

"We're here to break the mold.
Ready to roll with us?"

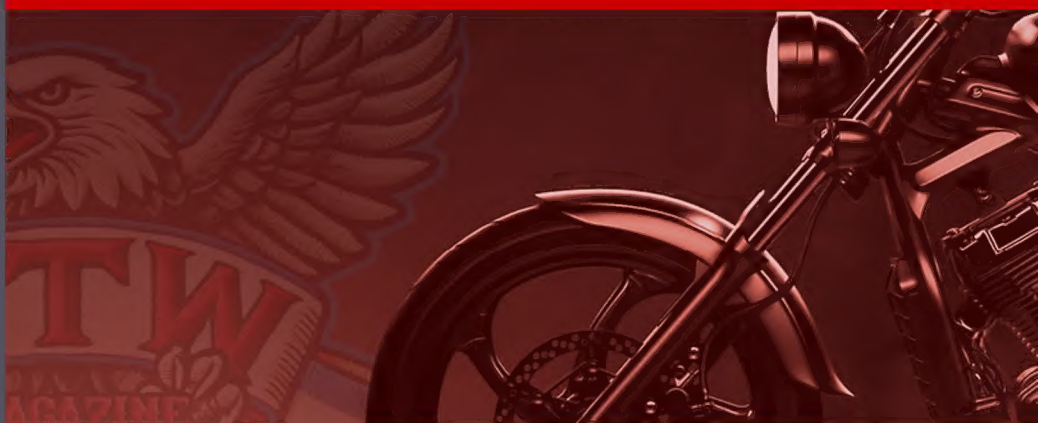
Why FTW Exists: Keeping Real Biker Culture Alive

We started FTW Magazine because we saw a massive gap where the good shit used to be. Most of the OG magazines—both bike-related and not—are dying off or are already dead, Big brother being a perfect example of a magazine we grew up reading but called it quits, or High Times for example, once a Handbook for the counterculture, now barely holding on. Same with classic biker mags that used to tell real stories from the road, not just ad-filled fluff pieces. FTW exists to fill that void.

We're here to bring back raw, unapologetic content that speaks to real riders. No corporate agenda. No watered-down bullshit. Just stories, tips, and gear that matters to those who live and breathe two wheels.

If the mainstream doesn't want to keep biker culture alive, we damn sure will. FTW isn't just a magazine—it's a statement.

EDITION
1



IS RIDING DYING? OR JUST GETTING LOUDER IN DIFFERENT WAYS?

By Jon M

OLD GUARD SLIPPING

Harley Davidson took a \$117 million loss this year.

That's not a typo.

Shipments are down.

Dealerships are closing

And their core buyers?

Aging out or parking it permanently.

BUT HERE'S THE TWIST

Despite the doom talk, the

U.S. motorcycle market is

GROWING

it's worth over \$10 billion and climbing.

Urban riders, commuters, and

DIY freaks are shapping up bikes —

especially used ones and electrics.

- Electric bike sales? **UP 55%** this year. (No thanks to the LiveWire, bless its little lithium heart.)
- Used bike sales in cities like Miami and NYC? **SKYROCKETING** Average age
- Women riders? **ONE IN FOUR** these days.

So no, riding ain't dying

IT'S MUTATING.

And that's
f★king exciting.

FTW
MAGAZINE



LEARNING TO WRENCH By Chris F

Don't Be Intimidated: Learning to Wrench Isn't Rocket Science. Turning a wrench for the first time can be a little intimidating. But the truth is, most mechanical work isn't some cryptic magic only professionals can perform—it's about patience, attention to detail, and taking it one step at a time. If you're new to working on your own car, bike, or equipment, don't worry. You don't have to become an expert overnight. Start small. Focus on one task at a time. Whether it's changing a thermostat, replacing brake pads, or installing a new pushrod, it's all about swapping parts to OEM specifications—and understanding why each step matters.

There's no shame in picking up a book, watching videos, or diving into forums. In fact, those resources are gold when you're learning. The real power comes when you do it yourself. You not only save money—you start building the knowledge to spot shady shops and sloppy work. You'll know what's normal, what's worn, and what's just plain wrong. Eventually, what once felt overwhelming becomes routine. You'll move from basic maintenance to full-on aftermarket builds—which we'll cover in another article. So take a breath, grab the tools, and just start. Mechanical work isn't about perfection—it's about progress.

Wrenching isn't about perfection—it's about learning by doing. Start small, be patient, and don't fear mistakes. With time, the intimidating becomes routine.



**Got a project you finished?
We want to see!
Show us on X
@FTW_Magazine**



The Honda Navi might not win races, but it wins hearts — and saves wallets. It's small, cheap, and built for the streets, making it a perfect first bike or reliable urban runaround. Here's what you need to know.

The Honda Navi is an accessible and budget-friendly option for those looking to dip their toes into the world of motorcycling. While it may not satisfy seasoned bikers craving power and performance, it offers an easy and economical way to get on the road and experience the thrill of riding.

Affordability and Accessibility

As one of the cheapest street-legal motorcycles on the market, the Honda Navi is a solid choice for beginners or anyone looking for an inexpensive commuter bike. Its affordability makes it an attractive option for those hesitant to invest heavily in a new motorcycle.

Performance and Practicality

The Navi is a small and lightweight motorcycle, making it easy to handle, especially for new riders. Its fuel efficiency is another major advantage, ensuring cost-effective commuting. Honda's reputation for reliability means that this bike will consistently get you from point A to point B without any major concerns.

However, its compact size comes with trade-offs. The Navi is smaller than most motorcycles, and some riders may find it less comfortable than a scooter, particularly on longer rides. Storage space is also limited, which may be a downside for those who need to carry extra gear or personal items.

Speed and Limitations

With a top speed of around 53 mph, the Honda Navi is best suited for city streets and short-distance travel rather than highways or high-speed routes. It's a great choice for urban commuters but may not be the ideal option for riders who need more speed and power.

Final Thoughts

The Honda Navi is a great starting point for those new to motorcycling or anyone looking for an inexpensive, fuel-efficient way to get around town. While it may not be the dream bike for experienced riders, it certainly serves its purpose as an affordable and reliable mode of transportation. If you're looking for a simple and practical way to get in the wind, the Honda Navi is worth considering.

FINDING MOTORCYCLE EVENTS By Chris F

Want to Hit a Motorcycle Event This Year? Here's How to Find One Near You

There's nothing quite like a motorcycle event. Whether it's a massive rally, a laid-back local bike night, or a weekend ride for charity, these gatherings bring riders together to celebrate the culture, the machines, and the freedom of two wheels. If you've ever thought about attending one — or many — finding the right event is easier than you might think.

Find Motorcycle Events Wherever You Are

Whether you're looking for something close to home or planning a road trip, there are countless motorcycle-related events happening all year long across the country. From iconic national rallies like Sturgis and Daytona Bike Week, to regional meetups, swap meets, and custom shows, there's something for every rider's taste.

If you're unsure where to start, a great resource is CycleFish.com. It's one of the most comprehensive online calendars for motorcycle events in the U.S. They list everything from major rallies to small-town poker runs, with dates, locations, event details, and even ride maps.



Photo by: J.T. (Jason) Thorne - Flickr: 0269

Why You Should Attend Motorcycle Events *Meet Like-Minded Riders:* You'll find people who share your passion for bikes, wrenching, riding, and the open road. *Discover New Gear & Parts:* Many events have vendors selling everything from custom parts to riding gear. *Get Inspired:* Bike shows are full of creativity. You'll walk away with ideas for your own build or mods. *Ride for a Cause:* Charity rides and benefit runs are a great way to give back while enjoying a good ride. *Enjoy the Vibe:* Live music, food, burnout pits, stunt shows — motorcycle events are as much about fun and entertainment as they are about bikes.

Planning Your Ride *Once you find an event that interests you, it's smart to plan ahead. Check if there are entry fees, camping or lodging options, or special parking for bikes. Some of the bigger events fill up fast, so booking in advance is a good idea if you're traveling.*



Photo by: J.T. (Jason) Thorne - Flickr: 0269



Photo by: Steelerdon - HD Cafe in Las Vegas, Nevada



Photo by: Jax 0677 - Heaven Below at the Republic of TX Biker Rally

GHOST RIDES

VOLUME 1

By Jon M

THE DEVIL'S HIGHWAY— ROUTE 666 (US-491)

Welcome to Ghost Rides—your recurring dose of haunted highways, spooky stretches, and cursed curves from across the country. Each issue, we'll spotlight a legendary (or lesser-known) road that riders whisper about when the sun goes down and the beer starts flowing. First up: one of the most infamous biker roads in America Route 666, now known as US-491.



The Name Might've Changed—But the Curse Didn't

Once dubbed the “Devil’s Highway,” Route 666 cut through Arizona, New Mexico, and Colorado. The number alone made it notorious, but it was the crash stats and eerie stories that gave it real weight. Locals and riders alike blamed the high fatality rate on the road being cursed. Eventually, they renamed it to US-491 in 2003 to shake the stigma—but no one forgot what it was.

Phantom Rigs & Hellhounds

- A ghost rig screaming up behind you, lights blazing, horn blaring—then gone.
- Black dogs with glowing eyes that chase your bike, then vanish into the desert.
- Hitchhikers that fade into the wind when you stop to help. Maybe it’s heatstroke.

Maybe it’s the isolation. Or maybe the Devil’s Highway still lives up to its name.

Phantom Rigs & Hellhounds

Start in Gallup, NM and ride north into Colorado for the full effect. Long, empty stretches through Navajo land give the ride a raw, spiritual vibe. When the sun dips and the shadows stretch, it’s easy to see why this place has a rep.

One Rider’s Take

"Did that stretch in '09 on my Softail. Felt eyes on me the whole way. Saw headlights in my mirror—turned to check, nothing there. Never rode that road again."

—Bones, Albuquerque NM

Keep Riding Into the Dark

Route 666 is just the beginning. Every corner of this country has its shadows—roads carved through cursed land, trails that disappear in the fog, and small towns that don’t show up on maps. Ghost Rides will take you there.



In every issue, we'll track the haunted highways, outlaw legends, and ghost stories that linger where rubber meets road. Some rides are about the view. These are about the vibe—and the things that ride beside you when no one else is around. So keep the throttle steady. The road ahead only gets darker.



Daytona Bike Week: Catching the Chill Vibes at the Right Time

Daytona Bike Week is one of the biggest motorcycle rallies in the country, drawing in hundreds of thousands of bikers, vendors, and spectators every year. It's a wild celebration of two wheels, open roads, and the freedom that comes with the biker lifestyle—but not everyone is chasing the chaos.

If you're looking to experience Bike Week without the full blast of crowds, traffic, and rowdy energy, the best time to go is during the final weekend—Saturday and Sunday. As the event winds down, most of the heavy traffic starts to clear out. The hardcore partiers and big groups begin their journey home, leaving behind a more laid-back and manageable scene.

That last weekend becomes a sort of “amateur hour” in the best way: relaxed rides, less



chance of accidents, and a break from the high-octane intensity that defines the peak days. It's a great time to check out vendors, local rides, and the beachside atmosphere without feeling rushed or overwhelmed.

So if you're the kind of rider who enjoys the vibe without the madness, skip the opening roar and plan for the final cruise. Daytona still delivers—you just get to enjoy it at your own pace.

YOUR FIRST MOTORCYCLE EVENT

What to Expect and How to Enjoy It

Your first motorcycle event is something you won't forget. It's a mix of excitement, nerves, and sensory overload. From the moment you roll into the lot, it's clear that this isn't just a gathering—it's a culture for most.

Let's be honest: walking into your first event can be intimidating. There are guys with \$40k custom builds, bikers doing burnouts in cutoff denim, and plenty of people who seem like they've been doing this forever. You'll see show-offs revving to redline at idle, and someone inevitably pops a wheelie through the parking lot. Don't worry about fitting in—just be yourself.

The best approach? Take it all in, relax, and have fun. These events aren't about who has the flashiest bike or loudest pipes (though you'll definitely see both). They're about community, shared passion, and making memories. Strike up a conversation. Compliment someone's ride. Most folks are friendly.

A word of advice, though: consider leaving before dark. As the sun sets, the crowd can get rowdy. Booze flows, music gets louder, and decision-making gets... let's just say, creative. If you're not planning on partying hard, it's best to bounce before the burnouts and beer brawls start up.

Where you park matters. Avoid the main strip if you're not staying all night. Bikes packed in tight, people stumbling between them—your bike is safer a little off the beaten path, somewhere it won't get knocked over or sat on by someone three drinks deep.

And don't miss the biker games. They're one of the best parts. Whether it's the barrel push, the slow race, the hilariously awkward hot dog contest, or the ever-popular burnout pit, these games are pure fun and full of laughs. You don't have to participate, but cheering from the sidelines is half the entertainment.

In the end, your first event is what you make it. Keep an open mind, enjoy the chaos, and remember—it's not a competition. It's a celebration of two wheels and the people who love them.



Photo by: Cumulus Clouds



Photo by Chris Heald - Sturgis



Photo by: Malber - Laconia



Photo by: Gamweb - Own work - Daytona Beach Bike Week

Survival on Two Wheels

By Jon M

For many, motorcycles represent freedom, adventure, and an escape from real life, on the road. However, riding isn't without its risks. Whether you're navigating remote backcountry roads or dealing with unpredictable urban traffic, being prepared for the unexpected can make all the difference between a minor inconvenience and a serious emergency. Here's some tips and tricks to make sure you're ready for whatever comes your way when you're on two wheels.

ROAD GUARDIAN – Your Lifeline

When you're on the road, the unexpected can happen at any moment. Whether you experience a flat tire, a dead battery, or a minor medical emergency, being prepared is crucial to staying safe and getting back on your way quickly. That's where the Everlit All-In-One Roadside Assistance Kit comes in. This comprehensive kit is designed to keep you covered in almost any roadside emergency. It includes everything you need to address vehicle issues and provide personal safety. Packed with tools like an advanced air compressor with a digital monitor, jumper cables, and an emergency poncho, the kit ensures you're equipped for a variety of situations. The first aid kit with 108 pieces provides peace of mind by offering essential medical supplies for treating injuries on the go.

Key Features

- 12 FT 8 Gauge Jumper Cable: Power up your vehicle with ease.
- Advanced Air Compressor with Digital Monitor: Quickly inflate tires for a smooth ride.
- 108-Piece First Aid Kit: Treat minor injuries with everything from bandages to antiseptic wipes.
- Glass Breaker & Seat Belt Cutter: Crucial tools for emergency evacuations.
- Reflective Warning Triangle: Increase your visibility to other drivers in low-light situations.
- Hand Crank Flashlight & Emergency Poncho: Stay visible and dry during unforeseen weather.
- Tow Rope & Cable Ties: Useful for vehicle recovery or securing items.
- Bungee Cord, Electrical Tape: Handy for a variety of roadside repairs.

Whether you're facing a flat tire in the middle of nowhere or need to perform basic first aid, Everlit's All-In-One Roadside Assistance Kit is the reliable companion every driver should have. Be ready for any roadside emergency and drive with confidence knowing you're prepared for the unexpected.

BE READY FOR THE UNEXPECTED

An IFAK (Individual First Aid Kit) is a bit different from the road guardian kit. It is more geared towards you, the individual it is an essential item for any rider. In the event of a crash or injury, having quick access to life-saving equipment can be the difference between life and death.

Here's what your IFAK should include:

- Tourniquet: A must-have for controlling severe bleeding, especially in limb injuries.
- Combat Gauze or Hemostatic Dressings: These can help stop bleeding when pressure alone isn't enough.
- Elastic Bandage (like an Ace Bandage): Useful for sprains, strains, or holding a dressing in place.
- Sterile Gauze Pads and Medical Tape: For dressing wounds and preventing infection.
- Adhesive Bandages: To treat minor cuts and abrasions.
- Antiseptic Wipes or Solution: For cleaning wounds and reducing the risk of infection.
- Pain Relief Medication: Something like ibuprofen or acetaminophen for minor aches and pains.
- Gloves: Disposable gloves for hygiene, especially when dealing with injuries.
- Burn Gel or Ointment: In case of burns from the exhaust or other hot surfaces.
- Trauma Shears: For cutting through clothing or seatbelts in case of an accident.



WHICH KIT SHOULD YOU GO WITH?

We recommend Everlit IFAK and/or the Everlit road guardian. It goes great in combination with their Trauma Kits. a worst-case scenario—say you're stranded overnight in the middle of nowhere—having a way to create emergency shelter can make all the difference. That's where something as simple as the Mylar emergency blanket in the Everlit kit becomes a real survival tool.

With just the blanket and your motorcycle, you can create a makeshift lean-to shelter.

Drape the Mylar blanket over the bike, using the handlebars and seat as a ridgepole. Secure the edges to the ground using bungee cords, zip ties, rocks, or even your saddlebags. The reflective material will help retain body heat while also shielding you from wind and rain. It's not luxury camping, but it's enough to keep you warm, dry, and alive until help arrives or the sun comes up. It also makes a great ground cover if the terrain is wet or cold. In a pinch, you can even use it to signal for help thanks to the shiny, high-visibility surface. It's a small piece of gear that could make a huge difference when things go sideways.



One of the best things about an IFAK is how easily it fits into your setup. It's compact enough to tuck into your saddlebags, strap to your sissy bar, or even mount right onto your handlebars since most of them have a velcro hooked backing with grommet eyelets allowing you to zip tie for extra hold. With the right placement, it can increase the mean looks factor of your bike. Most of them have a velcro front. It'll look awesome if you slap one of our FTW Magazine patches on the front!

All in all, being prepared on two wheels doesn't just mean carrying tools (Though that is very important as well) it means thinking ahead for the unexpected. From essential medical supplies to roadside recovery gear, having a solid kit like the ones listed below, can turn a bad situation into a manageable one. Whether it's tucked in your saddlebags or strapped to your bars, it's peace of mind in a pouch—and could be the difference between a rough night and making it home safe.

AFFORDABLE PERFORMANCE UPGRADES FOR BEGINNER MOTORCYCLISTS

Getting more performance out of your motorcycle doesn't have to be expensive. A few simple upgrades can make a big difference without breaking the bank. Start with an upgraded air filter to improve airflow and boost throttle response. Next, consider changing your sprockets—a shorter gear ratio offers quicker acceleration, while a taller setup improves top speed. A basic tuner can also help unlock hidden power by optimizing fuel and ignition settings.

These budget-friendly mods can transform your ride and deliver the performance you expected when you first bought your bike.

Chris F



Buying a used motorcycle can be a great way to save money, but it's also easy to get burned if you don't know what to look out for. Not every bike is a hidden gem, and not every seller is being straight with you. Sometimes you're getting a fair deal on a solid machine; other times, you're being handed a ticking time bomb on two wheels. It's easy to get caught up in the excitement — especially if you're looking at a dream bike — but taking the time to slow down and inspect everything properly can save you thousands in repairs and frustration.

Whether you're shopping online or in person, watch for red flags — in both the bike and the seller. Vague ads, sketchy answers, and too-good-to-be-true prices are all warning signs. A clean-looking bike can still be a money pit, and a seller dodging questions is never a good sign. Trust your gut, if something feels off, it probably is. Let's go over some of the basics that you should know before you head out to meet the seller.

HERES WHAT YOU NEED TO LOOK FOR

RED FLAGS IN THE BIKE

Missing or mismatched VINs: Always check that the VIN on the frame matches the one on the title and engine (if applicable). Inconsistencies could mean the bike is stolen or has a shady past.

Obvious crash damage: Bent handlebars, dented exhaust, or fresh paint in weird spots can all indicate the bike has been laid down or wrecked.

Worn tires, chains, and brakes: Excessive wear in these areas can tell you the bike hasn't been maintained and those replacements add up fast.

Leaks and smoking: Oil or coolant leaks, or smoke from the exhaust, can point to serious engine trouble.

Electrical issues: Non-functioning lights, blinkers, or starter problems could mean gremlins that are costly to trace and fix.

RED FLAGS IN LISTINGS

No clear photos: Blurry, low-light, or missing photos are often used to hide damage or defects. Always ask for more if it's unclear.

Too-good-to-be-true prices: If the price is significantly lower than similar bikes, be cautious — it could be stolen, wrecked, or a scam.

Lack of details: Vague descriptions like "runs good" or "just needs a little work" without specifics are often covering up bigger issues.

No title: Always be wary of "no title" sales. Registering a bike without a title can be a major legal headache or impossible in some states.

RED FLAGS IN SELLERS

Rushed behavior: If a seller pressures you to "buy today" or says there are "lots of other people interested," slow down. Scammers and shady flippers often use urgency to push bad deals.

Won't let you inspect or test ride: A legit seller should let you look the bike over thoroughly. If they're cagey about it or refuse a test ride (with collateral), walk away.

No service records: A responsible owner usually has at least some documentation of maintenance. If they say "I just did everything," but can't prove it — be skeptical.



Buying from fast eddie

Alright, We've all been in this exact situation. You're eyeing that beautiful bike sitting on the showroom floor, shining like a beacon of freedom. But before you let your wallet hit the counter, know this: dealerships are built to squeeze every last dime out of you.

They'll butter you up with smiles and sweet talk, but the moment you sign that paper, they're already counting the extra cash they just milked from your pocket.

But not today. Today, we're flipping the script. We're about to drop some cold, hard negotiating tactics. If you're ready to walk in cool, ride out with some extra gas money, follow these steps.

1. Timing Is Everything

When you walk into a dealership can make or break the deal. These guys don't just push bikes they chase quotas. And when the clock's ticking at the end of the month, quarter, or year, they're desperate to hit their numbers. Desperation breeds opportunity, my friends.

BEST TIME TO STRIKE

END OF THE MONTH: Sales teams scramble to close deals to hit bonuses.

END OF THE YEAR: Inventory rollover, Typically dealers would rather discount the bike than carry stock into the next year.

WINTER: Being from Maine, The FTW Crew knows this one too well..

While everyone's hibernating, Swoop in with an ice-cold offer.

WORST TIME TO BUY

Spring and early summer when demand is hot, and prices ride high.

2. Play the fool, but be a shark

When you walk through that door, don't strut in like you know everything—play it cool. Pretend like you're just starting to dip your toes into the motorcycle world. Ask basic questions. Nod along. But underneath that casual vibe, you're already six steps ahead.

Why This Works:

They'll think you're an easy mark. But when you casually mention model specs, resale trends, or hidden fees? Boom. You're in their head.

Knowledge is power—but don't flaunt it. Let it slip out just enough to make them nervous.

Pro Move: Ask about "mandatory" fees with a puzzled look. "Wait, admin fee? Is that standard?" You'll spot the fluff a mile away.

3. Silence Is Your Weapon

This is where you go full-on silent. When they drop a price, don't react. Just sit back, cross your arms, and let the silence fill the room. Most people can't handle that kind of tension—they'll cave before you do.

Why It's Deadly:

Silence makes people uncomfortable. They'll start to doubt their offer and fill the void with a better one.

The longer you wait, the more desperate they get.

How Long to Wait: Just long enough for them to break the silence. Trust me, they'll blink first.

4. Know when to walk

If the deal isn't where you want it, don't be afraid to walk. Seriously. Stand up, shake their hand, and say, "Thanks, but I need to check out a few other places." Watch how fast they chase you down.

Why This Hurts Them:

Losing a sale stings. They'd rather cut the price than let you leave empty-handed.

Walking away puts the ball back in your court.

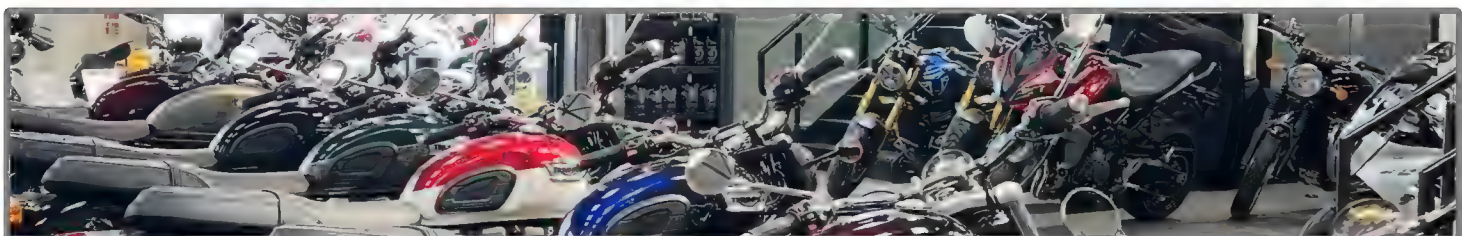
When to Walk:

If they won't budge on price or keep piling on bogus fees, walk with confidence. They'll call you back—trust me.



"In 2023, total motorcycle sales in the U.S. encompassing both new and used bikes, reached approximately 547,000 units, as reported by Statista. This figure reflects a robust market where used motorcycles traditionally dominate, often comprising 60-70% of total sales. Dealerships play a pivotal role in this segment, acting as a trusted source for buyers alongside private sellers who also contribute significantly to the market. For 2024, industry observers anticipated a continuation of this trend, bolstered by a modest uptick in sales. Mid-year data from MotorcyclesData, for instance, recorded 323,091 units sold by mid-2024 across all motorcycle transactions, suggesting a year-end total that could reflect a 1-2% increase over 2023. This growth aligns with broader economic factors, such as steady demand for affordable transportation and a growing interest in motorcycling as a hobby.

Assuming this trajectory held, total motorcycle sales for 2024 likely landed between 550,000 and 560,000 units, a slight but notable rise from the previous year. Within this, the used bike segment remained a cornerstone, with dealerships handling a substantial share. If we conservatively estimate that dealerships accounted for about half of the used motorcycle market—a reasonable assumption given their infrastructure and customer reach—they could have sold between 165,000 and 200,000 used bikes in 2024. This range reflects their critical position in facilitating sales, offering trade-ins, and providing certified pre-owned options that appeal to budget-conscious riders. These figures underscore the enduring popularity of used motorcycles, a trend driven by affordability, variety, and the reliability of dealership-backed purchases, making them a key focus for anyone exploring the market in 2024."



6. Cut Through the Extras and Fees

This is where they make their money—sneaky fees and useless add-ons. VIN etching? Gap insurance? Tire and wheel packages? That's where they jack up the price.

7. Make Them Sweeten the Pot

Once you've ground them down to a solid price, don't just stop there. Ask for the cherry on top. Dealers are more than willing to toss in extras if they think it'll close the deal.

8. Double-Check Before You Sign

You're almost at the finish line, but before you sign that dotted line, read the fine print like your life depends on it. Because sometimes, the scam's hiding in the paperwork.

Common ripoff tactics to skip

1. Admin or doc fees that are "mandatory."
2. Useless protection plans with sky-high markups.
3. Consider (Only If It's Legit): A solid extended warranty but negotiate that price down too.
4. Necessary maintenance packages—but only if it's saving you cash in the long run.

Go get that bike!

So, there you have it—your crash course in flipping the script on dealerships. They've spent years perfecting their hustle, but now you've got the tools to outmaneuver them at their own game. The key? Confidence, patience, and the ability to walk away when things don't smell right. If you let them control the conversation, they'll nickel-and-dime you into submission. But if you stay sharp, play it cool, and make them work for your business, you'll be the one in the driver's seat—literally.

At the end of the day, a dealership is just another business, and they're not looking out for you. They don't care if you get a good deal; they care about their commission, their bottom line, and how much extra they can squeeze out of every unsuspecting buyer who walks through the door. But now? Now you know better. You know when to push, when to wait, and when to call their bluff.

And the best part? Once you've sealed the deal—once you've got that bike at the price you dictated—you can ride off into the sunset knowing you pulled off something most people don't. You didn't just buy a bike; you won the game. And trust me, that first ride? It's gonna feel a whole lot sweeter when you know you didn't let some slick-talking salesman take you for a ride instead.

If you're looking to dive deeper into the art of negotiating with dealerships, we highly recommend checking out an insightful video by the renowned motorcycle YouTuber FortNine. His detailed breakdown of dealership tactics and negotiation strategies offers valuable, real-world advice that will help you sharpen your skills and navigate the buying process with confidence. Whether you're a seasoned rider or a first-time buyer, this video is an essential resource for anyone looking to walk away with a great deal. So what are you waiting for? Scan this and get out there to the dealership!



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DRESS FOR THE SLIDE, NOT FOR THE RIDE: Balancing Comfort and Safety on Your Motorcycle Commute

By Chris F

Riding a motorcycle brings unmatched freedom, but it comes with serious responsibility—especially when it comes to gear. The popular phrase "dress for the slide, not the ride" isn't just a catchy slogan; it's a life-saving mindset. However, if you're commuting daily, comfort matters too. So how do you balance protection with practicality?

Protection First

The pavement doesn't care how short your ride is. Even a low-speed slide can shred unprotected skin in seconds. That's why wearing proper gear is non-negotiable:

Helmet: A DOT or ECE-certified full-face helmet offers the best protection and noise reduction.

Jacket and Pants: Opt for abrasion-resistant materials like leather or textile with armor in the elbows, shoulders, knees, and back.

Gloves: Always wear full-fingered gloves with palm sliders and reinforced knuckles.

Boots: Ankle protection is crucial. Look for over-the-ankle boots with stiff soles and shifter pads.

Commuter-Friendly Gear

Commuters need gear that's easy to live with. Luckily, modern motorcycle apparel blends safety and comfort:

Mesh or perforated jackets for hot weather, with removable liners for rain or cold.

Armored riding jeans offer casual looks with Kevlar reinforcement and CE armor.

Commuter boots that protect but look like casual footwear.

Backpacks or tail bags keep your load light and your body unencumbered.



Final Thoughts

You don't have to choose between sweating in full leathers or risking road rash.

Today's gear offers solutions for every weather, ride length, and style. Dress for the slide but commute smart. Your gear should be something you want to wear, not just have to.

The future of Electric Bikes

Electric Motorcycles Are Dead on Arrival, and LiveWire's the Corpse

By Jon M



Photograph by Dennis Bratland MCN Motorcycle Live NEC Birmingham November 25th 2014

You can throw a futuristic paint job and a silent drivetrain on a motorcycle, but you can't force people to care. Harley-Davidson's electric sub-brand, LiveWire, just coughed up its 2025 Q1 financials, and the results are about as grim as you'd expect for a company selling \$25,000 toys that make less noise than a kitchen blender.

Just thirty-three bikes sold in the entire first quarter. That's one every three days. You could sell more hot dogs at a gas station in rural Nebraska. Sales are down 72% year-over-year, and the brand posted a \$20 million operating loss. For those keeping score, that's about \$606,000 lost per bike sold. That's not a motorcycle company—that's a slow-motion financial car crash with two wheels.

This isn't just bad news for Harley—it's a reality check for the whole "e-motorcycle revolution." Spoiler: it's not happening. Not now, not soon, and maybe not ever.

Riding a motorcycle has always been about connection. To the road, the machine, the sound, the vibration, the danger, the damn feeling of it. You don't throw a leg over a bike to get to work you do it to wake up your soul. Now imagine replacing that with a sterile hum and an iPhone app. That's what electric motorcycles feel like.

LiveWire might be fast, sure. It might handle well. But it has zero heart. No grumble. No thunder. No reason to give a damn. And when you're spending north of twenty grand, the least a bike can do is make some noise.

The average Harley buyer isn't looking for a glorified mobility scooter with a touchscreen. They want something with scars, grit, and presence. Something that rumbles your bones and pisses off the neighbors. The LiveWire doesn't do any of that—it just exists, quietly, while the company bleeds money to keep the lights on.

It's The Wrong Bike at the Worst Time. Even if someone wanted an electric motorcycle (and that's a big if), now is possibly the worst time in modern history to buy one. Between inflation, layoffs, and people watching their 401(k)s circle the drain, big luxury purchases are off the table. People aren't buying electric motorcycles—they're buying rice and gas and hoping their landlord doesn't raise rent again.

And for those who still want to ride? You can get a used Dyna or FXR for a fraction of the cost of a LiveWire, and it won't die when your charging station app needs an update. It'll die because it's old, angry, and tired. Right along with the guy riding it.

This Was Inevitable
A few years back, LiveWire threw out some big dreams—100,000 units per year by 2026. That was cute. The reality is, the more people experience these bikes, the less interested they are. It's not just price or range anxiety—it's the complete lack of emotion. No matter how hard these companies try to sell "the future," electric bikes are missing the single thing that makes motorcycles worth riding: soul.

You can't manufacture that in a lab. You can't bolt it on with carbon fiber. It's either there, or it's not. And with electric bikes? It's just not.

Electric Isn't the Future—At Least Not for Riders
Maybe one day, when battery tech is 100x better, and gas is \$10 a gallon, and we're all forced onto smart-grid commuting pods, electric motorcycles will make a comeback. But it won't be a rider's world anymore. It'll be a bureaucrat's idea of fun. And at that point, motorcycles as we know them will already be dead.

Until then, keep your gas tank full, your pipes loud, and your wallet away from anything that sounds like a MacBook on wheels.

In loving memory of

The Electric Motorcycle Dream

Born: Early 2010s

Died: Quietly in a showroom corner, Q1 2025
Cause of Death: Nobody gave a damn.

Survived by: Gasoline, throttle cables,
and bad decisions.



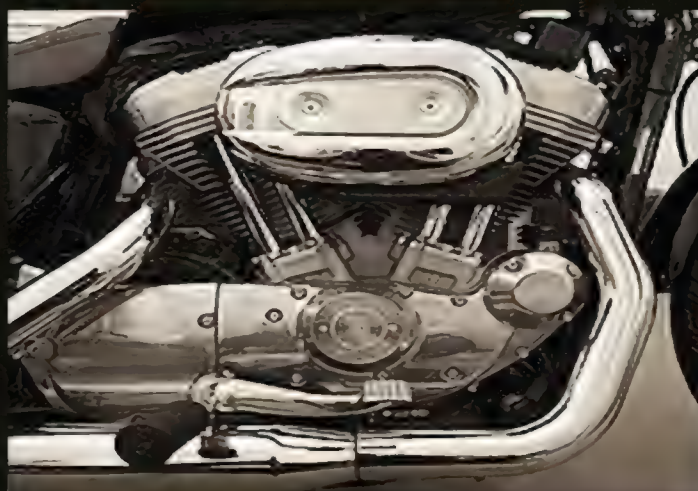
THE EVOLUTION OF A LEGEND: HARLEY-DAVIDSON SPORTSTER (1986-2020)

The Evolution of a Legend: Harley-Davidson Sportster (1986-2020) The Harley-Davidson Sportster has long been a staple of American motorcycling—compact, raw, and full of attitude. Born in 1957, the Sportster was Harley's answer to the demand for a lighter, faster machine that could compete with the British and European bikes of the era.

Over the decades, it became a symbol of freedom and rebellion, carving out its own cult following. But it was in 1986 that the Sportster entered a new era—the Evolution era. Harley-Davidson replaced the aging Ironhead motor with the all-new Evolution (Evo) engine, a modernized powerplant that delivered improved reliability, performance, and ease of maintenance.

This engine would become the heart of the Sportster for the next 34 years, powering models from the rigid-mount 883s and 1200s of the late '80s and '90s, to the smoother, rubber-mounted bikes of the 2000s and 2010s. The 1200cc Evolution V-twin, in particular, became legendary for its balance of torque-rich power and mechanical simplicity.

Sitting in a lightweight, narrow frame, the Evo Sportster was an all-motor machine—no frills, no nonsense. It was a favorite platform for custom builders, drag racers, and everyday riders alike. It wasn't just a middleweight—it was a bare-knuckle brawler with rock-solid dependability. When production of the Evolution Sportster ended in 2020, it marked the end of an era. The Sportster evolved, but the legacy of the Evo lives on as one of Harley-Davidson's most reliable and beloved engines—a true icon in a small frame that punched far above its weight.





Having a bell says you're the kind of rider who respects tradition. Not the kind written down. The kind passed from one set of calloused hands to another. Quietly. No lectures, no speeches. Just a nod and a bell.

Where to Hang It, What It Means Tradition says the bell should hang low, close to the front of the bike, near the ground—where gremlins like to climb on. But hey, it's your machine. Hang it where you want. Just don't lose it. And if it falls off? Retire it. It's done its job.

And don't mess with someone else's bell. Doesn't matter how nice it looks or if you think it's better off somewhere else. That bell was given. That means something.

You don't need a gremlin bell to be a real rider nor is your bike incomplete without one but if someone ever hands you one.. hang it up, give it a ring, and ride a little harder knowing somebody's got your back.



GREMLIN BELLS

Tiny Metal, Big Meaning.

You've seen them. A small bell hanging low near the frame, swinging with every bump in the road. Maybe you've got one on your own ride. Maybe you never bothered. But out here—where the road gives and takes on its own terms, some riders swear by them. Gremlin bells. They might look like cheap trinkets to the untrained eye, but to those who know, they carry weight.

A Legend with Road Dust on It

The story's simple: long ago, riders started talking about little bastards called gremlins nasty spirits that cling to your machine and cause mechanical havoc. Broken lights, mystery stalls, bolts loosening mid-ride. The kind of stuff that makes you pull over, curse the sky, and check everything twice. The gremlin bell, they say, traps these spirits inside its hollow body. The constant ringing drives them mad, and eventually they drop off—leaving you and your bike to finish the ride in peace. Believe it or don't. But out on long hauls, when the pavement stretches to nowhere and the engine's the only thing talking back, it's the kind of story that makes sense.

Why You Don't Buy Your Own

Here's where the rubber meets the rule: you're not supposed to buy your own gremlin bell. That's not how it works. A bell's power comes from being gifted—from one rider to another. It's a sign someone's watching out for you. It's respect. That's the real magic.

Buy one for yourself, and it's just a piece of scrap. Get one handed to you by someone who gets it, and suddenly it means something. You're not just riding—you're being carried by that gesture.

It's Not Just About Luck Some call it superstition. Others call it insurance with soul. But ask around, and you'll hear the same thing: the bell works. Maybe not in the way a wrench works. But in the way mojo does. It's a symbol—a reminder that while the road might not care if you make it home, *someone does.*



KNOW A RIDER WITHOUT A BELL? BE SOMEONE'S GUARDIAN

You can find gremlin bells all over Amazon, gear shops, swap meets. Some show crosses or saints, others have skulls, flames, or just say FTW. Whether you're into something spiritual or just want it to look badass, there's a bell out there for them.

Thinking about getting into fixing motorcycles? It's a rewarding hobby that can save you money, teach valuable skills, and deepen your connection to your bike. Here are the first steps you'll need to take.

1. Know Your Bike

Before you turn a wrench, you need to know the basics: the make, model, year, and engine size of your bike. This information is essential for finding the right parts, tools, and manuals.

2. Get a Repair Manual

Skip the owner's manual—what you want is the service or repair manual. Factory service manuals are best, but if you can't find one, manuals from Haynes, Chilton, or Clymer are great alternatives. These books provide step-by-step instructions for everything from oil changes to complete teardowns.

Start Small

If you're new to wrenching, don't dive into heavy modifications right away. Start by fixing what's broken or performing basic maintenance. This helps you build confidence and understand how the systems work.

Be Precise and Patient

Pay close attention to detail, take your time, and don't rush. Mistakes happen when you're in a hurry. Take photos as you go and keep track of your parts.

Invest in the Right Tools

Buy tools as you need them. Quality tools make a big difference, and having the right one for the job will save you a lot of frustration.

Wrenching on motorcycles isn't just about fixing things—it's about learning, improving, and enjoying the process. So grab that manual, get your hands dirty, and most importantly, have fun.

How Often Should You Do Maintenance on Your Motorcycle?

Keeping your motorcycle in peak condition doesn't just extend its life—it also ensures your safety and performance on the road. But how often should you actually perform maintenance? Let's break it down by some of the most essential parts of your bike: the drive belt or chain, engine oil, battery, and tires.

How Often Should You Check the Drive Belt or Chain?

Your drive belt or chain is what transfers power from the engine to the rear wheel, so it's under constant stress. A quick visual inspection should be done every 500 miles or at least once a month. Look for signs of wear, slack, rust, or kinks.

Chain: Clean, lubricate, and adjust it every 500-1,000 miles, especially if you ride in wet or dirty conditions. Replace it every 15,000–20,000 miles, depending on riding style and maintenance.

Belt: Belts are more durable but should still be inspected regularly for cracking, fraying, or misalignment. A well-maintained belt can last up to 60,000 miles or more.

How Often Should You Do an Oil Change?

Oil is the lifeblood of your engine. It lubricates moving parts, reduces heat, and carries away debris. For most motorcycles:

Conventional oil: Change every 2,000–3,000 miles.

Synthetic oil: Change every 5,000–7,000 miles.

Always check your owner's manual, but a good rule of thumb is to change your oil at least once a season, even if you haven't ridden many miles. Don't forget to change the oil filter every time too.

How Often Should You Change Your Battery?

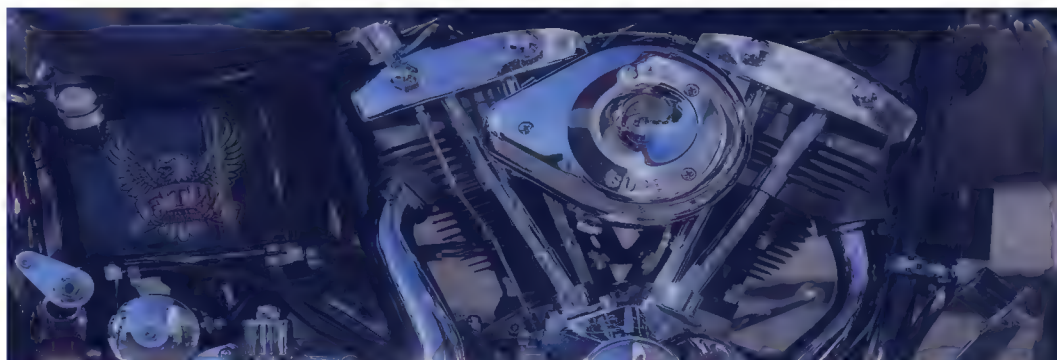
Most motorcycle batteries last between 2 to 5 years, depending on climate, usage, and maintenance. Check it every few months for voltage (a healthy battery should read around 12.6 volts when fully charged) and clean the terminals if you notice corrosion.

To maximize battery life keep it on a trickle charger if the bike sits for long periods. Avoid deep discharges and make sure your charging system is working correctly.

How Often Should You Change Your Tires?

Tires are your only contact with the road, so don't take them for granted. Check the tread depth and look for cracks, flat spots, or dry rot. Replace tires when tread depth is less than 1/16 inch (1.6mm) or if you notice any damage. Even if the tread looks good, most manufacturers recommend replacing tires every 5 to 6 years due to rubber degradation.

Heavy riders or aggressive riding styles may need new tires every 3,000 to 10,000 miles, depending on the compound and type.



Bikes, Guns, and the Law By Jon M

Concealed Carry Across State Lines

First Things First: Know Your Home State's Permit

★ Before you even think about traveling with your concealed carry, check your permit. Different states have different laws about how concealed carry permits are issued, and they may not all play nice with one another. For example, constitutional carry states like Alaska and Vermont don't require a permit at all, while others require extensive background checks, courses, and even a personal interview with your local law enforcement.

Tip: Do yourself a favor and make sure you've got all your documentation up-to-date. No one likes getting pulled over by a cop who's had too many donuts and a bad morning.

The Reciprocity Thing: Can I Carry in Other States? This is the million-dollar question, right? Reciprocity is the magic word here. Reciprocity means one state recognizes the concealed carry permit of another state. And while that sounds straightforward, in practice, it can be a real pain in the ass.



Reciprocity

★ Here's the deal: not every state honors another state's permit. So, if you're riding through multiple states, you've got to check if your permit is recognized in each one.

Some states have reciprocity agreements with others, meaning they'll allow you to carry as long as your permit is valid back home. But then there are the states that say, "Nope, we don't recognize your permit. Nice try, buddy," and you're left trying to figure out how to legally ride without your trusty sidearm.

How to Check If Your Permit is Valid on Your Trip

Fortunately, you don't have to guess. There are several ways to check if your concealed carry permit will work in the states you plan to travel through.

Concealed Carry Reciprocity Maps:

There are websites like Concealed Carry Reciprocity Maps (you can Google it, but don't say I never gave you the hook-up) that provide updated, state-by-state maps showing where your permit is valid. USCCA is my go-to for this information. They give you the information you need at a glance, so you don't end up in a "whoops" moment at a state border.

State-Specific Laws:

Some states, like New Hampshire, have pretty lax rules about concealed carry, while others, like California or New York, (Yuck) aren't so friendly. For example, California loves to tell you what you can't do, and that includes concealed carry. If you're planning on heading to New York, Or hopefully for your sake just passing through, You'd better make sure you've got the right permit or accept the possibility to spend the night in an unsavory cell.

Consult Local Law Enforcement:

Yeah, I know—you're probably thinking, "Great, now I have to call up some random cop in a state I've never been to, just to ask about a bunch of laws I may never even need to know." But here's the thing: police officers are the experts on local laws. Whether it's traffic rules, local ordinances, or specific regulations, they know the laws inside and out. And while they might not be thrilled to offer legal advice up front, reaching out for clarification can prevent future problems. It may not be the most exciting call to make, but taking the time to check in could save you a headache down the road. Plus, it shows you're being proactive, and trust me, it never hurts to have it on the record that you reached out.

Let's talk about what you should and shouldn't do when traveling with your firearm.

Do: Understand the Specifics of Each State's Laws Some states have restrictions on carrying in certain public places like government buildings, schools, or businesses that post signs saying "No firearms allowed." Know where you can and can't legally carry while on your bike.

Don't: Assume All States are the Same Don't make the mistake of thinking that just because one state allows you to carry, every state will. If you cross state lines, you're entering a whole new legal territory. Better to double-check than get a ticket, or worse, a citation for illegal carry.

Do: Lock It Up While in Transit

If you're going to be passing through a state that doesn't recognize your permit, make sure your gun is locked away and unloaded in a safe, secure compartment on your bike. This is a great way to avoid any unwanted hassle during a traffic stop. Plus, if you're carrying through certain states, it's better safe than sorry.

Don't: Carry While Drinking

Seems like common sense, right? But you'd be surprised how many bikers think their concealed carry permit protects them even after a few brews. It doesn't. If you're riding and you're under the influence, you're asking for trouble.

A Final Thought: Shouldn't Law Enforcement Be Defending the Constitution Anyway?

Look, let's be real for a second. You shouldn't even need to worry about this if law enforcement were doing their job properly. After all, they swore an oath to uphold the Constitution, right? But somehow, in some areas they've forgotten what it means to actually defend it. If the government really cared about your rights, crossing state lines with or without a concealed carry permit would be a non-issue. But, alas, the system is what it is, and if you're going to play by its rules now you know how to do so. So, keep your head in the game, do your research, and ride smart.

MOTORCYCLES VS CARS

A Personal Take on Quality and Practicality By Chris F



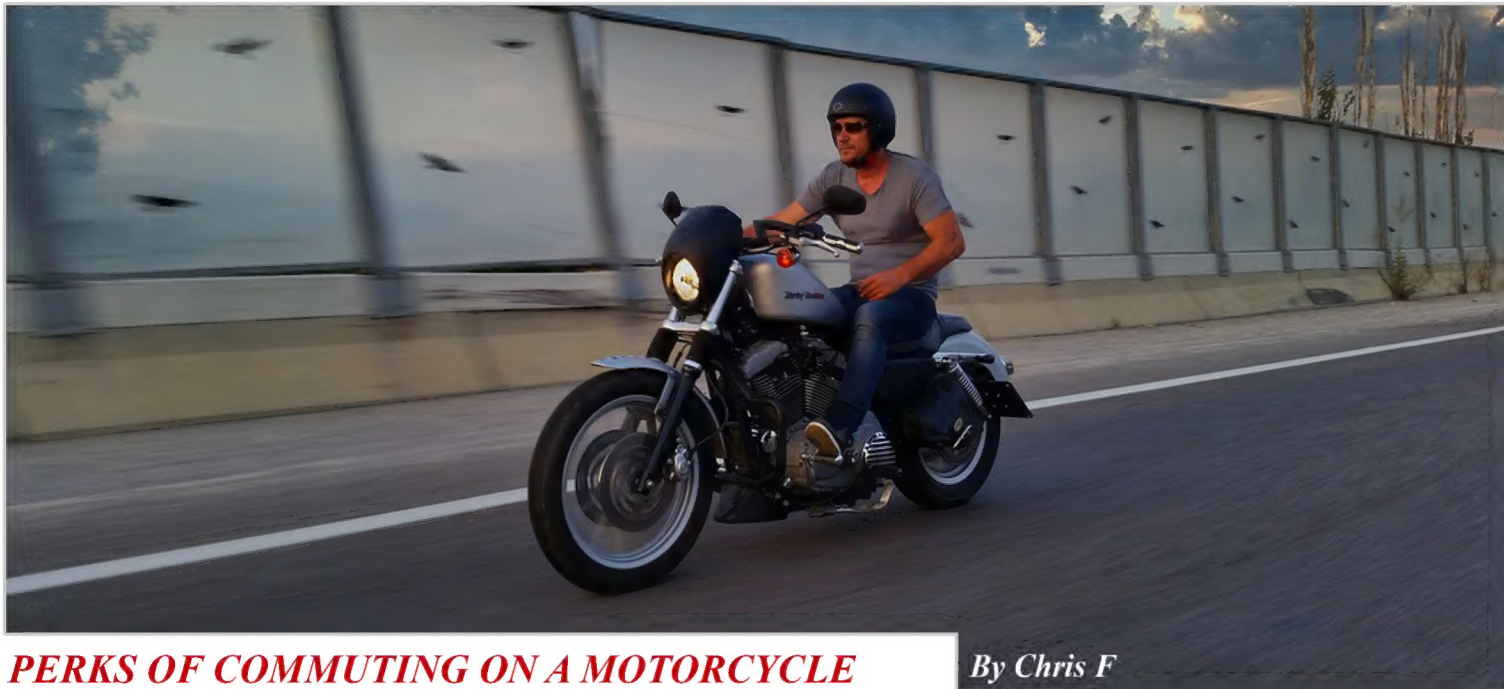
When it comes to reliability and overall quality, my personal experience leans heavily in favor of motorcycles. Over the years, I've had more cars leave me stranded than bikes ever have. Motorcycles have proven themselves time and time again as dependable, efficient, and easy to live with—especially for someone who appreciates both performance and practicality.

Fuel efficiency is a major plus. Motorcycles typically offer far better gas mileage than cars, making them an excellent choice for daily commuting. Beyond that, motorcycles are a dream to work on. With fewer components and easier access, routine maintenance and upgrades are much more manageable than on a car. In the garage, they're easy to maneuver, store, or even tow if needed.

The cost difference is another area where motorcycles shine. From the initial purchase price to insurance premiums, motorcycles are significantly more affordable. Insuring a motorcycle—particularly compared to a car, truck, or SUV—is usually a fraction of the cost.

For enthusiasts, performance upgrades—especially in the Harley-Davidson world—are widely available and relatively affordable. Whether you're building for speed, sound, or style, the aftermarket support is massive.

All things considered, it's hard to go wrong with a motorcycle as a daily driver. From reliability and efficiency to cost and customization, they offer a lot of value packed into a small machine.



PERKS OF COMMUTING ON A MOTORCYCLE

By Chris F

For many, commuting is the most tedious part of the day. Sitting in traffic, burning fuel, circling for parking, it adds up in both time and money. But for those who choose two wheels over four, the daily ride becomes a different experience altogether. Commuting on a motorcycle offers several practical advantages, making it a smart and enjoyable choice for many urban and suburban riders.

Beating the Traffic Blues

One of the most obvious benefits of motorcycle commuting is the ability to cut through traffic. Motorcycles are more agile and compact, allowing riders to filter between lanes in heavy congestion where legal, or simply maneuver through tighter gaps in traffic. This often results in reaching your destination faster, shaving off minutes—sometimes even hours—over the course of a week. In cities where traffic jams are a daily reality, this is a game changer.

Parking Made Simple

Finding parking in a crowded city center can be a headache for car drivers, but motorcycles enjoy a much easier time. Bikes can fit into smaller spots that cars can't, and many urban areas offer designated motorcycle parking spaces. In some places, motorcycles are even allowed to park for free or at reduced rates. This not only saves time and frustration but also makes running errands or commuting to work far less stressful.

Fuel Economy and Cost Savings

Motorcycles generally offer superior fuel efficiency compared to cars. Even larger-displacement bikes often beat the average miles per gallon of most cars on the road. For those commuting daily, the savings on fuel alone can be substantial over time. Add to that lower insurance premiums, reduced maintenance costs (bike depending) and fewer tolls in some regions, and motorcycles prove to be a budget-friendly mode of transport.

A Better Commute for the Wallet and the Soul

Besides the practical savings, riding a motorcycle is often more enjoyable. The sense of freedom, the open air, and the active engagement required to ride can turn a dull commute into something to look forward to. Riders often report arriving at their destination more alert and less stressed compared to when driving a car.

The Trade-Offs: Storage and Weather

Of course, motorcycle commuting isn't without its challenges. Storage is limited, which means riders need to pack light or invest in luggage solutions like saddlebags, tail bags, or backpacks. Weather is another major factor—rain, cold, or extreme heat can make the ride uncomfortable or even unsafe without the right gear. That said, proper planning, protective clothing, and modern rain gear can mitigate many of these downsides.

Is Motorcycle Commuting Right for You?

If you value efficiency, enjoy riding, and are looking to cut commuting costs, a motorcycle can be a fantastic option. While it does require more awareness and preparation than hopping into a car, the rewards—both practical and personal—can far outweigh the drawbacks.

IS YOUR MOTORCYCLE PROJECT WORTH IT? How to Know Before You Buy

Thinking about pulling the trigger on that old bike project? We've all been there.

staring at a dusty frame or neglected barn find wondering: Is the juice worth the squeeze, or am I getting in over my head? Before you drop your hard-earned cash on a fixer-upper, here's a quick checklist to help you decide if it's a diamond in the rough—or just rough.

1. Does the Engine Rotate?

This is the first and most important check. If the engine is locked up, you're already looking at major work. To test this: Put the bike in gear and try rolling it. If the rear tire turns the engine over, that's a good sign.

(With spark plugs out engine will rotate easily).

If it's in neutral, try the electric start or kickstarter. You want to feel some resistance—that means the internals are moving.

2. Is There Fuel?

Fuel issues can range from simple to serious, but they're usually manageable. For a quick check:

Open the petcock and loosen the fuel line to see if fuel is flowing. On a carbureted bike, remove the air filter, twist the throttle, and watch for a fuel squirt from the accelerator pump. If fuel flows and the engine turns, you're getting closer to green-lighting the project.



3. Do You Have Spark?

Spark is crucial, but easy to check:

Remove a spark plug, keep it hooked up, and ground it to the engine or frame. Hit the starter or kick it over while watching for a blue spark.

If it sparks and spins, the odds are looking better already.

4. Compression Test (Bonus Step)

Not always a dealbreaker, but worth the effort if you've got a compression tester handy. Low compression can mean big issues—bad rings, valve problems, or worse. Good compression means you're likely dealing with a runnable engine that just needs some love.



If you've got two out of the three—spark, fuel, and rotation—you're in good shape. Most other issues are fixable with a decent toolset and some patience. But if the engine's locked, there's no spark, and the tank smells like garbage? You might want to walk away—unless you're looking for a full rebuild challenge.

Not worth fixing it up?, Maybe its time to get something different.

Financing a Motorcycle: Take the Leap

Buying a used motorcycle is often the smarter choice—it's more affordable, and you avoid the steep depreciation that comes with a new ride. If you've been eyeing a bike and have the money saved, go for it. Just make sure your decision is based on what you can comfortably afford while working a standard 40-hour week. Don't stretch yourself too thin.

At the end of the day, you work hard—what's it all for if you don't enjoy the ride? Sometimes, you've got to take a leap of faith. If you hold back now, you might regret it later.

DUAL FIRE vs. SINGLE FIRE COILS on a MOTORCYCLE: WHAT'S THE DIFFERENCE?

By Chris F

When it comes to motorcycle ignition systems, especially on V-twin engines like those found in Harley-Davidsons, you'll often hear the terms dual fire and single fire. These refer to how the ignition coil sends spark to the engine's cylinders. Understanding the difference can help you choose the right setup for your bike's performance and tuning goals.

DUAL FIRE IGNITION (WASTED SPARK)

A dual fire coil fires both spark plugs at the same time, regardless of which cylinder is on its compression stroke. This means that while one cylinder is firing at the correct time (on compression), the other is firing on its exhaust stroke—essentially "wasting" a spark.

Pros: Simpler and cheaper, Fewer parts, easier wiring, More common on older bikes and stock Harleys

Cons: Rougher idle, Potential for less efficient combustion, Less precise timing control.

SINGLE FIRE IGNITION

A single fire coil only fires one spark plug at a time, exactly when that cylinder reaches its compression stroke. This provides more accurate ignition timing and can improve engine performance and smoothness.

Pros: Smoother idle and better throttle response, More efficient spark timing, Often better for performance applications

Cons: Slightly more complex wiring, More expensive, May require an upgraded ignition module



WHICH ONE IS BETTER?

For most riders, especially on stock or mildly modified engines, dual fire is fine. However, for high-performance builds, smoother running, or precise tuning, single fire offers real advantages. Ultimately, the choice depends on your bike's setup, riding style, and how far you want to go with performance tuning. In the event of a coil failure dual fire will get you home in one cylinder. If your single fire coil fails you will not be able to ride home on one cylinder.

Dual fire coils can cause detonation issues on performance builds.

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